



Mukilteo Multimodal Project

How is this project funded?

The cost of the project is anticipated to be between \$60 million (M) and \$165 M, depending on the alternative selected. The Legislature has so far identified \$90.1 M for the project, including a mix of state funds and federal funds. To date, WSF has secured \$29 M in federal planning and design grants, and current federal funding will allow WSF to complete the Final EIS. The project may apply for additional federal funds once the EIS process is complete. Because of its multimodal emphasis, the project is thought to be highly competitive for securing additional federal funding.

What are the next steps?

A Final EIS will be released in early-2013 and will address all public, agency, and tribal comments. A Record of Decision is anticipated in 2013, which will allow WSF to move forward with final design and construction once funding becomes available.

For more information:

Visit

www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

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Project Timeline

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| 2004 |
| <ul style="list-style-type: none">NEPA/SEPA Environmental Assessment (EA)EA public scoping meetings and comment period |
| 2006 |
| <ul style="list-style-type: none">FTA issues a notice of intent (NOI) to prepare an EIS (February 2006)NEPA/SEPA EIS scoping processEIS public scoping meetings |
| 2007 |
| <ul style="list-style-type: none">Washington State Legislature puts Project on hold |
| 2007- 2009 |
| <ul style="list-style-type: none">Study environmental analysisRevise concepts to address public comments, minimize effects to sensitive resources, and meet seismic standards |
| February 2010 |
| <ul style="list-style-type: none">WSF and FTA reinstate NEPA/SEPA EIS process |
| Spring 2010 |
| <ul style="list-style-type: none">Revise the project purpose and need statement |
| Fall 2010 |
| <ul style="list-style-type: none">Conduct NEPA/SEPA EIS scoping process and comment periodHold public scoping meetings |
| 2011 |
| <ul style="list-style-type: none">Prepare Draft EIS |
| January-March 2012 |
| <ul style="list-style-type: none">Draft EIS public hearings and comment period |
| May 2012 |
| <ul style="list-style-type: none">Identify Preferred Alternative |
| Summer 2012-Winter 2013 |
| <ul style="list-style-type: none">Prepare Final EIS |
| Spring 2013 |
| <ul style="list-style-type: none">Publish Final EIS |
| June 2013 |
| <ul style="list-style-type: none">Issue Record of Decision (ROD)Begin project design |
| 2015 |
| <ul style="list-style-type: none">Construction |
| 2019 |
| <ul style="list-style-type: none">Project complete |

Why is Washington State Ferries upgrading or replacing the Mukilteo Ferry Terminal?



The Mukilteo/Clinton route is WSF's busiest route for vehicle traffic and has the second highest annual ridership, serving more than four million riders in 2011.

The Mukilteo/Clinton ferry route is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle- Everett metropolitan area.

The Mukilteo ferry terminal is among Washington State Ferries' (WSF) busiest facilities, but it has not had significant improvements for almost 30 years and needs key repairs. The current terminal layout makes it difficult for passengers to get in and out of the terminal and contributes to traffic congestion, safety concerns, and conflicts between vehicle and pedestrian traffic.

What's happening now?

WSF and the Federal Transit Administration (FTA) are preparing an environmental impact statement (EIS) for the Mukilteo Multimodal Project in compliance with the National and State Environmental Policy Acts (NEPA/SEPA). An EIS is a document that describes proposed project alternatives and identifies potential environmental effects.

WSF and FTA released a Draft EIS for a 45-day public comment period in January 2012. The Draft EIS evaluated four project alternatives: two that would rebuild the terminal on the existing site and two that would relocate the terminal to the tank farm property east of the current terminal. During the comment period we received comments from 138 members of the public and 16 agencies and tribes. Comments generally favored the Elliot Point 2 Alternative, which would relocate the ferry terminal to the west side of the tank farm site. All comments will be addressed in a Final EIS, which will be released in early-2013.

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Mukilteo/Clinton Ferry Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- 2 million vehicles per year; 4 million total riders per year



The Mukilteo Ferry Terminal was built in 1952 and needs major repairs.



Elliot Point 2 Alternative *(as included in the Draft EIS)*



WSF has identified Elliot Point 2 as its Preferred Alternative, but all four alternatives will be carried forward into the Final EIS. The design and layout of the Preferred Alternative will be refined as the Final EIS is developed.

What is a Preferred Alternative?

The Preferred Alternative is the alternative currently preferred by a local or regional agency, in this case WSF. As federal co-lead of the project, FTA will not select a preferred alternative until the Final EIS is published, and will not make a decision until it has received comments on the Final EIS from the public, tribes and agencies. All alternatives will continue to be studied in the Final EIS, but the Preferred Alternative will be developed in more detail.

What is the Preferred Alternative?

WSF selected the Elliot Point 2 Alternative *(shown above)* as its preferred alternative in May 2012 based on comments from the public, agencies and tribes and the alternative's ability to meet the purpose and need of the project while providing the best balance of environmental benefits compared to impacts. Selecting a Preferred Alternative is a required part of the process of preparing a Final EIS.

The Elliot Point 2 Alternative relocates the ferry terminal to the western portion of the tank farm site. Because the water is deeper in this location, the ferry slip would be closer to the shore with a shorter trestle than the other alternatives. The alternative includes a new passenger and maintenance building, a supervisor's building, and four new toll booths. Elliot Point 2 is the alternative closest to the transit center and commuter rail station. The existing ferry terminal and tank farm pier would be removed, eliminating thousands of tons of toxic creosote-treated debris from Puget Sound.

Will WSF make any changes to the preferred alternative?

WSF will continue to refine Elliot Point 2 as it proceeds with design and environmental review. These refinements will help avoid environmental effects, meet the project's purpose and need, and best meet WSF's operational needs. Refinements already being considered would:

- Reduce the vehicle queue on SR 525 during busy periods. A larger holding area will help keep waiting vehicles off local streets.
- Provide a continuous walkway along the shoreline. Putting the passenger terminal on the second story not only lets walk-on passengers connect directly to the overhead loading ramp, it will allow waterfront promenade users to continue up and over vehicles getting on and off the ferry using elevators on both sides of the terminal building.
- Maintain parking for Sound Transit's Sounder commuter rail in its current location.
- Relocate the public fishing pier in the project vicinity, and also avoid disrupting fishing activities when the existing ferry terminal is demolished.

The overall footprint of the Elliot Point 2 Alternative and its major elements will remain very similar to how the alternative appeared in the Draft EIS.

Why is this project needed?



How will this project benefit ferry riders and the communities WSF serves?

The purpose of the Mukilteo Multimodal Project is to improve transportation between Whidbey Island and the mainland by providing safe, reliable, and efficient service for all modes. The project would:

- Offer better and safer access for pedestrians, vehicles and bicycles.
- Improve the efficiency and reliability of ferry operations, including vehicle and passenger loading and unloading.
- Improve transit connections for riders who travel without a car and help ensure reliable multimodal connections.



Mukilteo Ferry Terminal deficiencies